

## ONLINE PUBLIC INFORMATION CENTRE

**Please review the materials and provide your input using the comment forms included in the project website or submit them directly to the project team.**

**This information is being provided to present and obtain input on:**

- Project updates since the 1<sup>st</sup> Public Information Centre (PIC) held on August 8, 2019
- Alternative design concepts developed by the project team
- Evaluation criteria and evaluation process
- Preliminary recommended design
- Next steps in the project



*Following this PIC, the recommended design concept for Queen Street and Main Street will be confirmed in consideration of the comments received. We want your input!*

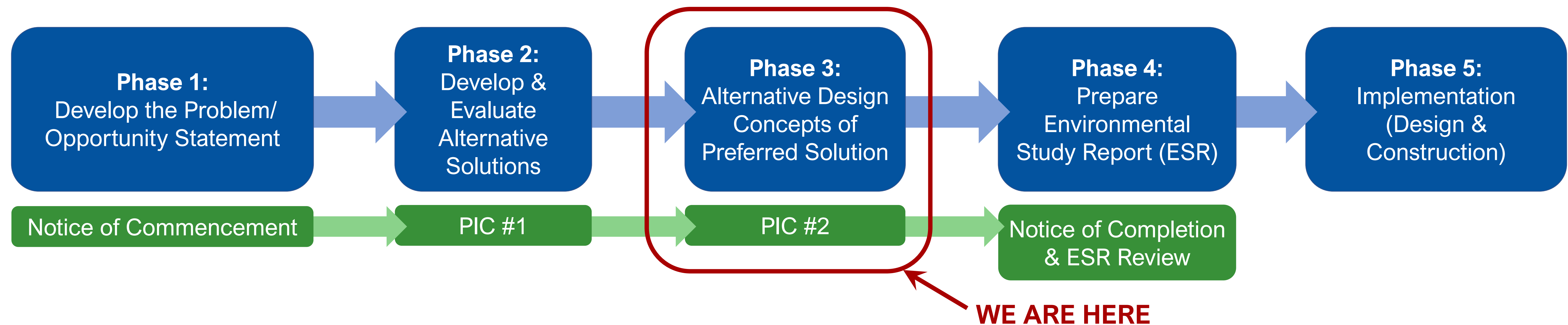
# MUNICIPAL CLASS EA PROCESS



The Class Environmental Assessment (EA) is undertaken prior to municipal **road, water, wastewater** and **transit** construction projects

Ensures all **reasonable alternatives** including 'Do Nothing' are considered and that a preferred alternative will have **minimal impact on the natural, cultural, social** and **economic environment**

Input from the **public, stakeholders** and **technical agencies** is essential



This project is classified as a **Schedule 'C' Municipal Class EA** and is subject to Phases 1 through 5 as defined by the Municipal Class EA.

# STUDY AREA & BACKGROUND

The study area consists of **Queen Street West** from Main Street to Mississauga Road & **Main Street** from Highpoint Sideroad to Queen Street

## Problem / Opportunity Statement:

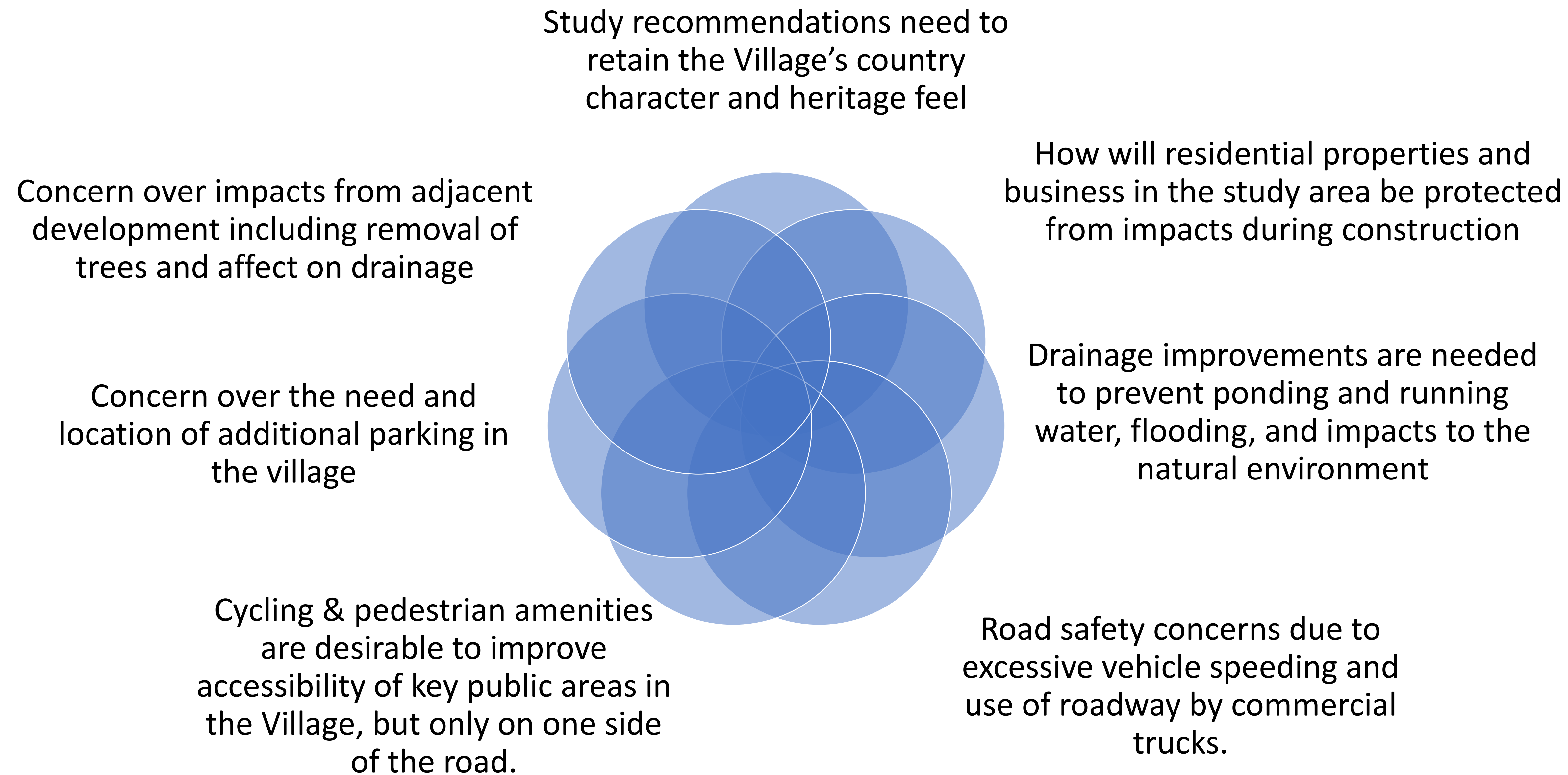
This EA study was initiated to review opportunities within the study area to address:

- Traffic operations and safety, including parking
- Active transportation (walking, cycling) needs
- Main Street Bridge rehabilitation requirements
- Streetscape enhancements
- Roadway drainage improvements and stormwater management

*Following the 1st PIC, the project team confirmed that a **Hybrid Approach to Corridor Improvements** should be implemented, in consideration of the Six Villages Plan, the ongoing Alton Heritage Conservation District Study, Caledon Transportation Master Plan, Official Plan and existing constraints within the Corridor.*

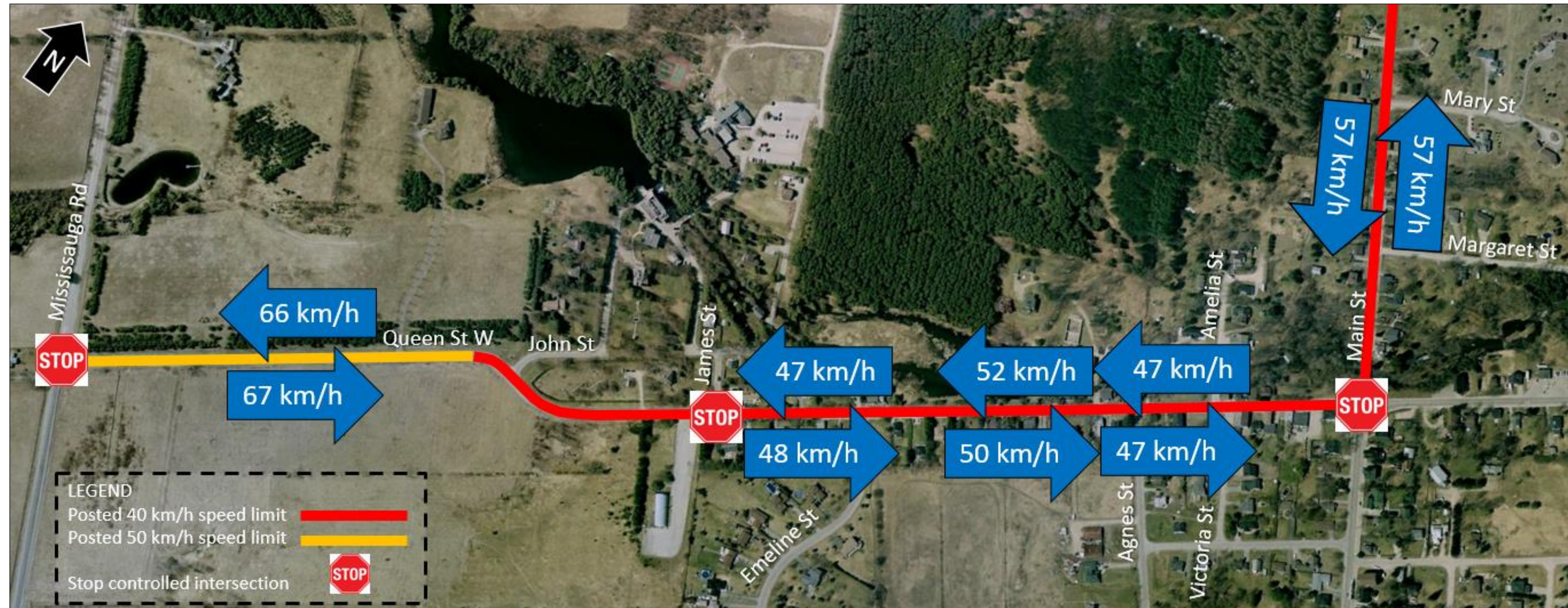


PIC #1 was held on August 8, 2019 at the Caledon Public Library, Alton Branch from 6:00pm to 8:00pm. Comments received at the PIC are summarized below.



Alternative & recommended design concepts were developed and evaluated in consideration of all comments provided.

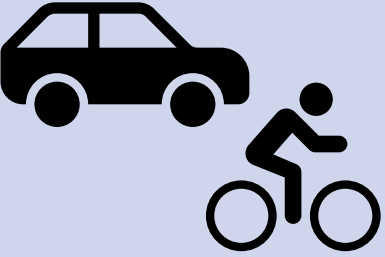
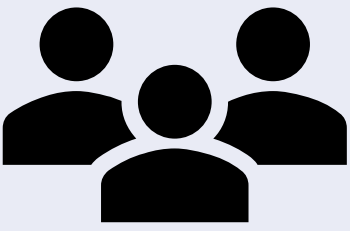
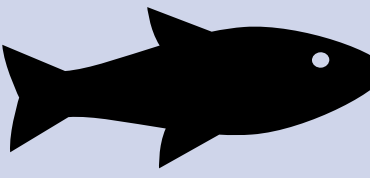

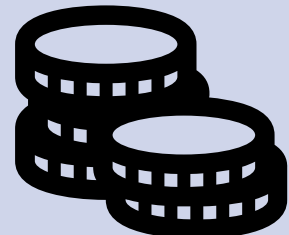
# TRAFFIC OPERATIONS – VEHICLE SPEED STUDY RESULTS



- A *Vehicle Speed Study* was undertaken in consideration of comments received at 1<sup>st</sup> PIC
  - Vehicle speeds throughout the urbanized portions of the roadways are considered **acceptable**
  - The study identified **low compliance** with posted speed limits in rural sections of the corridor
- Increased urban cross-sections with **additional traffic calming features** (preventative markings, signage, and radar speed signs) are anticipated to reduce speeds
- The Town will monitor vehicle speeds following reconstruction to measure effectiveness

# EVALUATION OF ALTERNATIVE DESIGN CONCEPTS

Alternative design concepts to implement the preferred solution were comparatively evaluated based on criteria that represent the broad definition of the environment, as described in the *EA Act*.

CRITERIA	DESCRIPTION
 <b>Technical</b>	Does the alternative adequately address the technical requirements of the project (e.g. vehicular, pedestrian and cycling traffic needs)?
 <b>Socio-Economic Environment</b>	What impacts will the alternative have on the local community (e.g., compatibility with area land use, impacts on local businesses, property requirements, access restrictions, etc.) ?
 <b>Natural Environment</b>	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change?
 <b>Cultural Heritage</b>	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
 <b>Costs</b>	What is the capital cost of the alternative? What is the cost for utility relocations and property acquisitions? What are the operation and maintenance cost impacts?

# WHAT ALTERNATIVE DESIGN CONCEPTS WERE CONSIDERED?



Key Element	Alternative Concepts Considered	Recommendation Summary
<b>Pedestrian Accommodation</b>	<ul style="list-style-type: none"> <li>✓ <b>AODA (<i>Accessibility for Ontarians with Disabilities Act</i>) compliant sidewalk on one side of the street only</b></li> <li>X AODA-compliant sidewalks on both sides of the street</li> <li>✓ <b>1.5 m paved shoulder (Main Street North)</b></li> <li>X Do nothing / leave sidewalk as is</li> </ul>	<p>Continuous 1.5 m wide sidewalks along the south side of Queen Street and east side of Main Street, improving pedestrian safety while avoiding significant impacts to adjacent properties.</p> <p>A 1.5 m paved shoulder added to the northern rural section of Main Street, in accordance with the Town’s Transportation Master Plan.</p>
<b>Cyclist Accommodation</b>	<ul style="list-style-type: none"> <li>✓ <b>1.5m paved shoulder</b></li> <li>X Shared-use lanes</li> <li>✓ <b>Do nothing / leave as is (no cycling infrastructure)</b></li> </ul>	<p>1.5 m paved shoulder provided for cyclists where feasible in addition to signed, shared-use lanes provided appropriately where property constraints do not allow for paved shoulders.</p>
<b>Parking</b>	<ul style="list-style-type: none"> <li>X Provide additional parking where required (ie. adjacent to businesses and properties without driveways)</li> <li>✓ <b>Provide additional layby parking only where feasible within existing right of way</b></li> <li>X Do nothing / no parking improvements</li> </ul>	<p>Provide additional layby parking on east side of Main Street between Queen Street and Mary Street. This will allow visitors to park in close proximity to local businesses while minimizing impacts to adjacent properties.</p>

# WHAT ALTERNATIVE DESIGN CONCEPTS WERE CONSIDERED?



Key Element	Alternatives Concepts Considered	Recommendation Summary
<b>Roadway Drainage</b>	<ul style="list-style-type: none"> <li>✓ <b>Rural drainage swale (north of Mary Street)</b></li> <li>X Modified curb/gutter/swale (north of Mary Street)</li> <li>✓ <b>Urban curb/gutter/storm sewer (Queen Street and Main Street, south of Mary Street)</b></li> <li>X Do nothing / leave as is (no drainage improvements)</li> </ul>	<p>Improve drainage within the right-of-way (ROW), via upgrades to the storm sewer system (curb/gutter/catchbasins) throughout Queen Street and Main Street, south of Mary Street.</p> <p>Enhanced grass swales to capture runoff north of Mary Street.</p>
<b>Traffic Calming</b>	<ul style="list-style-type: none"> <li>X Speed bumps / humps / tables / cushions</li> <li>X Lane narrowing</li> <li>X Gateway treatments</li> <li>✓ <b>Additional warning signage</b></li> <li>✓ <b>Visual elements close to roadway corridor</b></li> <li>✓ <b>Pavement materials and appearance</b></li> <li>X Do nothing</li> </ul>	<p>Additional traffic calming measures incorporated into the road design including a median at Main Street, north of Mary Street and additional warning signage.</p> <p>Streetscaping features and an urbanized cross section with curb and gutter are also anticipated to reduce vehicle travel speeds in the Study Area.</p>





**Queen Street West  
(Main Street to Mississauga Road)**



**Main Street  
(Highpoint Road to Queen Street)**

## Study Recommendations

- **Improved roadway geometrics (lane widths, cross sections, alignment)**
  - Main Street urban cross section (curb/gutter) extended to Mary Street
    - 3.3m to 3.5m wide travel lanes
  - Queen Street urban cross section throughout
    - 3.5m wide travel lanes
- **Additional traffic calming measures**
  - Narrower travel lanes in some areas
  - Extension of urban cross section (curb/gutter) to Mary Street
  - Additional warning signage
  - Visual elements close to roadway (street lights, plantings, street furniture)
  - Pavement materials and appearance (coloured impressed concrete, stamped asphalt)
- **Three new on-street parking spaces provided at *Main Street, north of Shaw's Creek Bridge***

## Study Recommendations

### Queen Street

- Extension of 1.5m accessible sidewalk to Mississauga Road from Osprey Mills Drive (south side only)
- Replacement and/or maintain existing 1.5m accessible sidewalk to James Street (south side only)
- Rest areas with bike racks and benches at the Alton Mill Pond and Carriage Square
- New Bicycle Route signage requesting users to share the road or and/or use paved shoulder

### Main Street

- Extension of 1.5m accessible sidewalk to 90m north of Mary Street (west side)
- “Shared-use” lanes through the village core to Mary Street, with additional signage requesting users to share the road
- 1.5m paved shoulders to accommodate pedestrians & cyclists north of Mary Street
- Rest areas with bike racks and benches
- Accessible sidewalk over Shaw’s Creek bridge



# MAIN STREET BRIDGE

## Study Recommendations

- Rehabilitation of the bridge deck
- Wider sidewalk on east side to meet AODA (*Accessibility for Ontarians with Disabilities Act*) requirements
- Parapet walls and railings to include architectural features that support local heritage surroundings (e.g. impressed concrete formliners)
- New bicycle-height railings (1.39m high)

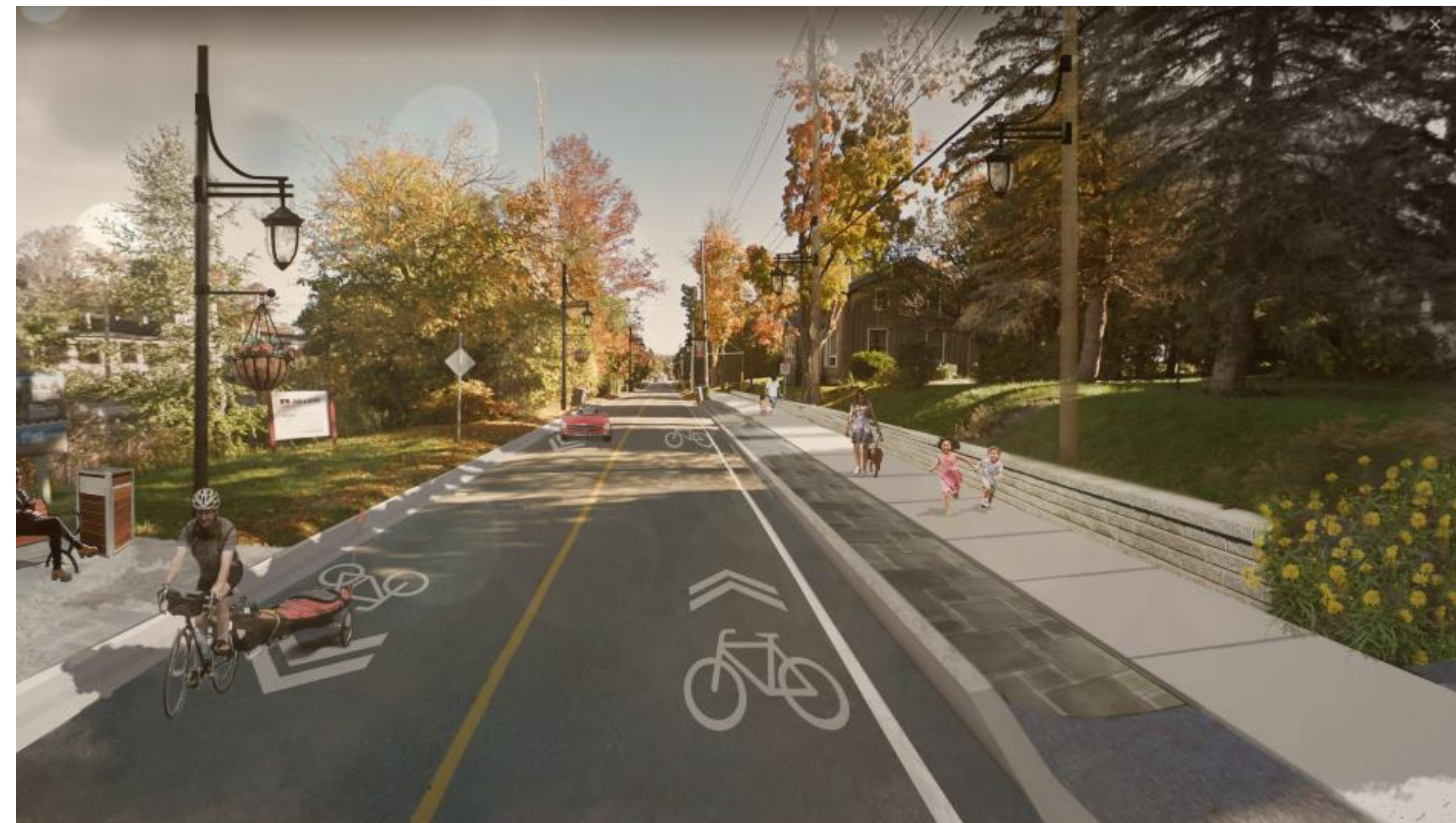


# STREETSCAPE ENHANCEMENTS

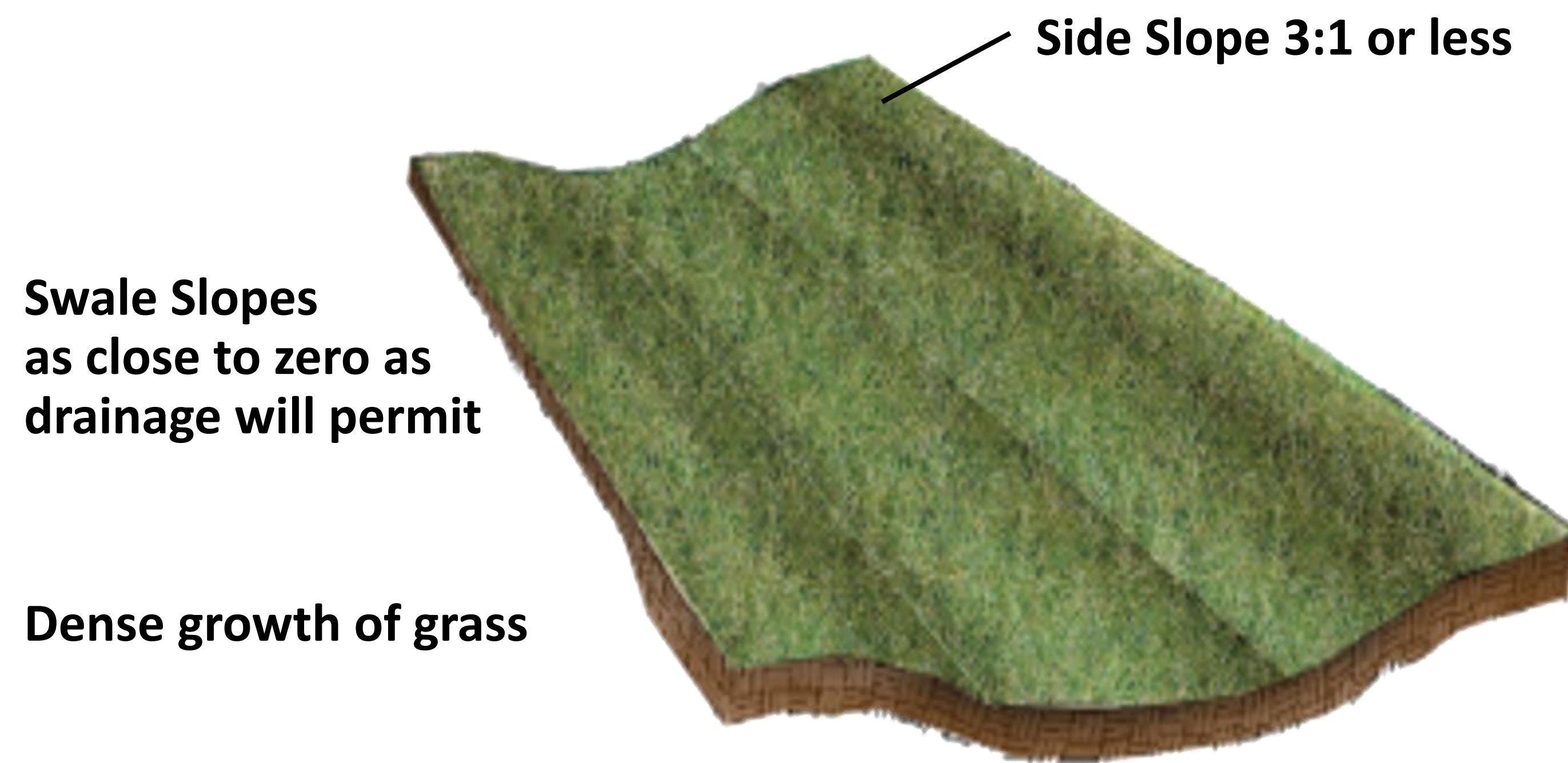
The ***Six Villages Community Improvement Plan*** identifies Alton as a tourism hub in the Town of Caledon. Streetscape improvements that enhance the unique heritage of Alton Village will be developed to provide a seamless extension to the Region's recent streetscape improvements along Queen Street East and Main Street South.

## Study Recommendations

- Incorporation of non-intrusive design elements for a narrow road allowance that maintains the heritage character of the Village (e.g. Impressed/colored concrete splashpads to replace existing asphalt splashpad and decorative lighting)
- More inviting public realm through improved pedestrian accommodations and accessibility
- Increased pedestrian access near Alton Mill Pond & enhanced street frontage at Carriage Square Park
- New bridge design and streetlighting features that supports local heritage
- Cost effective enhancements that compliment Region's design features east of Main Street



Identified **areas for drainage improvements** within the study area and **reduced water quality** in the Alton Mill Pond will be addressed via new **urban storm sewer systems** and **rural ditches** and implementation of **Low Impact Development (LID) techniques**.



Source: Modified from Galli, 1992

Example of an enhanced grass swale, to be installed along Mary Street North.

## Study Recommendations

- Storm sewer and catch basin infrastructure upgrades throughout Queen Street and Main Street (extended to Mary Street)
- Curb and gutter to replace existing concrete swales along Queen Street
- Enhanced grass swales north of Mary Street to retain the rural character of Main Street North
- Use of Oil Grit Separators (OGS) to improve water quality discharged to Shaw's Creek
- Storm sewers designed to convey the 10-year storm runoff without flooding

# KEY IMPACTS AND MITIGATION MEASURES



While impacts are anticipated to be **temporary**, mitigation measures to reduce the severity and duration of any impacts associated with the preferred design have been developed.

<b>Impacts to Cultural Heritage Resources</b>	<ul style="list-style-type: none"><li>• Grading, sidewalk, and boulevard upgrades will have minor impacts to property frontages with cultural heritage buildings. Mitigation measures include no-go zones with fencing during construction and a commitment to repair any damages caused by vibration during construction</li></ul>
<b>Restricted Access to Local Businesses</b>	<ul style="list-style-type: none"><li>• Access to business may be temporarily impacted due to construction activities. Directional signage directing vehicles to businesses could be added along the detour routes during these times.</li></ul>
<b>Impacts to Natural Environment</b>	<ul style="list-style-type: none"><li>• Drainage improvements will result in substantial tree removals on north end of Main Street. Impacts to Shaw's Creek will be avoided, with stormwater quality improved.</li></ul>
<b>Property Requirements</b>	<ul style="list-style-type: none"><li>• Corridor improvements were designed to limit property requirements as much as possible. Town will negotiate required property and / or grading easements with affected landowners</li></ul>
<b>Disruption to Vehicle Traffic, Pedestrians and Cyclists</b>	<ul style="list-style-type: none"><li>• Local and emergency traffic will be maintained during road works and rehabilitation of the Main Street Bridge</li><li>• Alternative detour routes will be developed during roadway closures to maintain access throughout the Village</li></ul>

During detailed design (following this study), mitigation measures will be developed further to ensure any temporary impacts associated with the improvements are minimized.

# WHAT ARE THE NEXT STEPS?



- Review & address the comments submitted at PIC #2
- Modify or confirm the **preferred design**
- Meet with additional stakeholders and/or technical agencies as appropriate
- Prepare and submit **Environmental Study Report** for 30 Day public review
- Proceed to **detailed design and construction** (tentatively planned for 2022 pending utility relocations and approval)

**THANK YOU FOR ATTENDING!  
PLEASE COMPLETE A COMMENT FORM**